Tamper-Proof Sealing of LPG Cylinders

1149. SHRI O.P. KOHLI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the caps used to seal the LPG Cylinders are easily removable, as a result of which the practice of pilfering the gas by the L.P.G. Cylinder suppliers is very common causing loss to the consumers;

(b) if so, whether Government propose to seal the cylinders in such a manner that they could not be tampered with; and

(c) if so, when and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (c) The safety caps provided on the LPG cylinders filled by the Oil Companies LPG bottling plants are sealed with pilfer-proof seals made of aluminium or PVC. The seal is tamper-proof and any attempt to pilfer the product will damage the seal, which can be visually seen by the customer at the time of delivery of refill. The present manner of sealing of cylinders is working satisfactorily.

वन में वृक्षों की कटाई

1150. **श्री गोविन्दराम मिरी:** क्या **पर्यावरण और वन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार का ध्यान वनों में वृक्षों की अंधाधुंध तथा अनाधिकृत कटाई की ओर दिलाया गया है; और

(ख) यदि हां, तो यदि इसे रोकने के लिए कोई उपाय किए गए हैं और/अथवा विचाराधीन है, तो उनका ब्यौरा क्या है?

पर्यावरण और वन मंत्रालय के राज्य मंत्री (श्री कमल नाथ): (क) इस मंत्रालय में बड़े पैमाने पर वृक्षों की अंधाधुंध और अनाधिकृत कटाई के बारे में कोई रिपोर्ट प्राप्त नहीं हुई है।

(ख) अंधाधुंध और अनाधिकृत कटाई को रोकने के लिए निम्नलिखित कदम उठाए गए हैं;

वन एवं वन्यजीव अपराधों को रोकने के लिए भारतीय वन अधिनियम, 1927 और वन्यजीव (सुरक्षा) अधिनियम, 1972 लागू किए गए हैं।

संवेदनशील क्षेत्रों में प्रभावी गश्त लगाने के लिए उड़न-दस्ते बनाए गए हैं और उनको आधुनिक संचार सैटों, हथियारों और वाहनों से लैस किया गया है।

सामरिक महत्व के स्थलों पर वन चैक पोस्ट बनाए गए हैं।

वनों की सुरक्षा के लिए संयुक्त वन प्रबंध के तहत ग्राम और वन समुदायों तथा स्वैच्छिक एजेंसियों को शामिल किया जाता है।

जैव-विविधता तथा जीनपूल संरक्षण के लिए सुरक्षित क्षेत्र नेटवर्क को सुदृढ़ बनाया जा रहा है तथा बाघ परियोजना और हाथी परियोजना जैसे विशेष कार्यक्रम कार्यान्वित किए जा रहे हैं।

Construction of Marine Drive Road in Orissa

1151. SHRI SARADA MOHANTY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the proposal for the construction of a Marine Drive Road from Konark to Gopal Pur in Orissa has been pending since long;

(b) whether Government propose to take up its construction work at an early date in order to develop tourism in that State; and

(c) if so, the steps taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Government of India is primarily concerned with the development of National Highways. The proposed Marine Drive Road is not a National Highway. However as per

information received from the State Govt., a proposal has been initiated by them to take up a project, including inter-alia the above road, under World Bank assistance.

(b) and (c) It is too early to give details in this regard.

Profits Earned by Hindustan Shipyard Limited Visakhapatnam

1152. SHRI E. BALANANDAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the turn-over and amount of profit earned by Hindustan Shipyard Limited, Visakhapatnam during the period 1993-94;

(b) the figures of production and productivity of HSL during the period 1993-94;

(c) the amount of money earned by Hindustan Shipyard Limited Vizag from Ship repairs during the period 1993-94;

(d) whether the figures shown in parts (a) (b) and (c) are improvement compared to the figures during 1992-93;

(e) whether it is a fact that there is a proposal to privatise Hindustan Shipyard Limited through transfer of 60% of its shares to a foreign company; and

(f) if so, how far it is justified when Hindustan Shipyard Limited has shown marked improvement in production and profits under Public Sector Control?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) A statement is enclosed. (*See* below)

(e) and (f) In order to improve viability, bring fresh investments, technological support and attain competitiveness in global markets, participation of foreign shipyards for Joint Venture have been explored, however, no proposal has yet concretised.

Statement

The comparative figures of turn-over/earnings, production and profit/loss of Hindustan Shipyard Limited during 1992-93 and 1993-94 are given as under:

Year	Turnover/ Earnings	Production			Profits/Loss	
		Ship building	Offshore platform	Ship *repairs	Before interest & depre-ciation	After interest & depre-ciation
1992-93	110.26 crores	22950 Dead weight tonne (DWT)	95 Unit= .95 platforms	17.62 crores	−22.44 crores	−113.94 crores
1993-94	204.40 crores	14960 Dead weight tonne (DWT)	114 Unit = 1.14 platforms	33.19 crores	+25.30 crores	−110.25 crores

* Performance is measurable in financial terms only.